

**Amendments to the Specification**

*On page 4, revise the first two full paragraphs as follows:*

**DETAILED DESCRIPTION OF THE INVENTION**

A boat camper 10 having the features of the invention will first be described with reference to Figures 1-6. The boat camper 10 has a catamaran-type hull with port and starboard pontoons 12, 13 connected together by a bridge 44. The pontoons 12, 13 and bridge 44 are made of any suitable marine material. They may be fiberglass, plastic, resin, composite, or suitable marine material. Rubber foot supports 14.1-14.6 on each pontoon provide a user with a slip resistant foot hold. The bow 30 of the vessel has a raised portion 31 that curves around the forward part of the vessel to provide a break against bow waves. Each pontoon has a fin 45, 49 and the bridge 44 has three fins 46, 47, 48 to help break the water as the vessel moves forward. A pair of rails 4, 5 on the port side and a corresponding pair of rails on the starboard side provide hand grips for passengers and also storage racks for extra equipment [[suck]] and bicycles or other recreational equipment. The rails curve around the storage tanks 15-18 on the stern.

Behind the bow 30 is a main area that includes a combined seating and sleeping area near the bow and a galley and utility area. The seating area is defined by a set of cushions 52 that are arranged in a seating pattern. Proceeding toward the stern, there is a deck 40 that is part of the bridge 44. On the deck there are seats 23.7 [[23.1]], 23.2 for a pilot 9 and a passenger. Behind the seats are spaces for port and starboard storage lockers 25, 26, a combination propane powered stove and refrigerator 27 and a lavatory 28. A stern compartment 60 is formed by fore and aft bulkheads 20, 21. The bulkheads have openings 42, 43, respectively. The openings may be closed by hinged panels that provide doors. The doors, not shown in Figures 1-6, are discussed later. The stern compartment 60 encloses a toilet 29, a hand shower space 34 and storage compartment for a propane or electric hot water heater 35.

*On page 5, revise the paragraphs there as follows:*

The rear of the deck 40 provides further storage for a pair of fresh water tanks 15, 16, a tank of compressed air 17 and a tank for propane gas 18. The compressed air supplies air pressure to the water tanks 15, 16 and the water tanks provide water to the hot water heater 35, the lavatory 28 [[27]], the toilet 29 and the shower 34. The propane tank supplies propane gas to the galley including the combined stove and combined refrigerator/stove refrigerator 27.

With reference to Figure 9, the boat camper may be secured from rain and wind by two collapsible and waterproof canopies. Auxiliary canopy 36 is located between the bulkheads 42, 43. Main canopy 22 folds into a bow storage compartment disposed beneath the removable cushions 52. The main canopy 22 is operated by crank 19. See Figure 14a. Bulkhead rib 221 is connected via a suitable chain and gear train to the crank 19. Assist springs 38, 39 are housed on opposite sides of the vessel. The bow rib 222 is connected to the assist springs. The assist springs are compressed when the main canopy is stored. When the crank 19 is operated, the assist springs 38, 39 unwind and help raise the main canopy. As the canopy is cranked toward the stern, the assist springs come under tension and help keep the canopy taught. The crank 19 operates a gear train (not shown) and pulls the ribs and the canopy from their stored position in the bow and causes the canopy to rise up and travel toward the rear of the vessel. The canopy and its support ribs 220 are raised or lowered to enclose or open the main cabin area between the bow and the stern compartment. The ribs 220 have vertical sides and are curved between the sides with a radius of curvature corresponding to the curvature of the bow to permit collapse of the canopy and storage of the canopy and its ribs in the bow. As shown in Figures 11d and 11e, the support ribs 220 have pairs of guide buttons 231, 232 at the base of each rib. The guide buttons are retained in guide tracks 241, 242 that are formed in the port and starboard bulkheads 1,2.

The canopies 22, 36 are made of water and/or wind resistant material, such as GORE-TEX ® Fabric, a registered trademark of W. L. Gore & Associates, Inc. It is also optional to make all or part of the canopies out of transparent or translucent material. The canopies may have one or more windows. Such windows may be strategically

placed in the canopies to permit the pilot to see out from the raised canopy so that the pilot can steer in foul weather. For example, the curved front portion of the main canopy could be transparent. The doors in the bulkheads may also have windows to permit the pilot to see the view behind the vessel.

*On page 6, revise the second paragraphs between lines 8-19 as follows:*

Turning to Figures 7 and 8 there are shown alternate seating and sleeping arrangements for the cushions. During operation of the vessel, the cushions are arranged as shown in Figure 7 to provide a forward seating area in the bow 30, a forward facing seat 53.7 [[53.1]] for the pilot and a side facing seat 53.2 for a passenger. A sleeping arrangement is shown in Figure 8. A set of slats (not shown) similar to the slats on a roll top desk are stored beneath the center bow cushion. The slats are pulled out and are supported on opposite ends by the structures (not shown) that support the port and starboard cushions 52.4 and 52.5. Once the slats are in place they bridge the open deck space between the center bow cushion and the rear of the pilot and passenger seats. By comparing one figure to the other, one can see that a portion of the deck between the pilot seat and the passenger seat is covered with cushions to provide a sleeping area for the occupants.

*On page 7, revise the first paragraph between lines 1-13 as follows:*

As shown in Figures 1 and 2, the pilot may be in the front port seat 53.2. In Figure 7 the vessel is modified to have the pilot in a starboard seat 53.7 [[53]]. In both embodiments, the helm 70 is raised to face the pilot. With reference to Figures 14a, the helm 70 is stored, faces the deck, and is covered by a seat or sleeping cushion 52.1. To operate the helm 70, cushion 52.1 is removed and the helm 70 is rotated about a base swivel 54 to a raised position as shown in Figure 14b. The control panel 71 on the helm 70 is oriented and locked into its operating position on panel swivel 72. The control panel 71 is shown only in schematic form. It may include conventional gauges and instruments to show the speed, heading, depth, and battery charge and may have one or

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more electrical switches to turn on running lights or operate other lights and electrical equipment. The control panel 71 will include a joystick control for operating the rudders and one or more speed control levers for setting the speed of the marine electric motors.

*On page 8, revise the last paragraph between lines 27-33 as follows:*

The boat camper 10 will be powered by clean quiet electric motors. Six deep charge marine batteries 65 provide cruising power for a day on the water. On board battery charger 82 [[59]] recharges the batteries using solar power during the day or shore power at night leaving the craft ready for another day on the water by morning. It has a catamaran hull for efficiency, stability, and handling and sea-keeping ability. The twin hulls of a catamaran provide a wide platform for the camper components without the normal rough ride of a beamy short boat.

*On page 9, revise the last partial paragraph between lines 25-34 as follows*

This paddlewheel effect can be used to improve the low speed handling of a boat. Consider the problem of docking a boat beam to a pier between two other boats as shown in Figure 13. The vessel may be moved sideways to dock and undock. If the boat has a left hand propeller on the starboard side and a right hand propeller on the port side, reversing the starboard motor will produce a thrust vector forward and to port. The reaction on the boat moves its stern aft and to starboard. By driving the port motor forward just enough to cancel the reverse thrust of the starboard motor, the resulting reaction on the boat causes it to slide directly sideways toward the pier. The joystick control has a computer (not shown) to decipher the pilot's motions on the joystick and convert them to control commands to the propulsion motors and rudder